

Madam Speaker, I rise in support of H.R. 6338, the Geneva Distinctive Emblems Protection Act of 2006. Introduced by the gentleman from Arizona (Mr. FLAKE), this legislation will assist in the implementation of important humanitarian programs. The Geneva Convention has long provided for the use of the Red Cross and Red Crescent emblems by governments and national societies to implement medical and humanitarian programs.

In December of 2005, the Geneva Convention, through the Third Additional Protocol, adopted a third distinctive emblem, the Red Crystal, to join the Red Cross and Red Crescent emblems. The adoption of the Red Crystal emblem cleared the path, with the acceptance of Israel's version of the Red Cross, into the Red Cross and Red Crescent movement after being excluded for more than 30 years.

The approval of the Red Crystal emblem provides the American Red Cross, United States military personnel and humanitarian organizations and workers with another option in the circumstances where the Red Cross or the Red Crescent may not be perceived as a neutral emblem. On the day of its adoption, 27 countries, including the United States, signed the Third Additional Protocol.

Since its adoption, the protocol has been signed by more than 49 other nations and becomes effective on January 14, 2007. Current United States law prohibits anyone, including corporations and associations, from wearing or displaying the American National Red Cross emblem or similar insignia for fraudulent purposes. This bill extends these same prohibitions and protections to the Red Crystal emblem and to the Red Crescent emblem by imposing a fine or a prison term for up to 6 months for fraudulently wearing or displaying the Red Crystal and Red Crescent emblems.

This legislation will help deter the fraudulent use of vital symbols of medical and humanitarian aid. I urge my colleagues to join together to pass this bipartisan legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. CONYERS. Mr. Speaker, I yield myself as much time as I may consume.

I am pleased to join with the chairman in supporting this bipartisan bill. The legislation makes a simple yet extremely important change to current law. It adds the Red Crystal emblem to the list of officially recognized symbols that may be used to denote humanitarian or religious relief efforts. As many know, currently only the Red Cross and Red Crescent emblems are used by humanitarian workers when caring for sick or injured civilians or Armed Forces members overseas.

By adding the Red Crystal symbol to the list of officially recognized emblems, humanitarian workers will have at their disposal yet another symbol that is acceptable in those regions of

the world where the cross and crescent are viewed with some level of skepticism.

I would like to thank Mr. FLAKE and the countless number of Democratic members of our committee for taking the lead on this issue, and I strongly urge that my colleagues lend their support to this commonsense proposal.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. SENSENBRENNER. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. FLAKE), the author of the bill.

Mr. FLAKE. I thank the chairman for yielding.

Mr. Speaker, I appreciate the speed with which this was brought to the floor. This is something the State Department and the administration has asked for. It will allow ratification of a Third Geneva Protocol and protect, as has been said, the Red Crescent as well as the Red Crystal.

This is important, as has been explained, so that those wearing the emblem can be protected in dangerous situations and battlefields, and we can encourage other countries to do the same and offer the same recognition. Again, I thank those who have on a bipartisan basis supported this legislation.

I will not repeat what this does. It has been aptly explained by the chairman and the ranking minority member. I just wish to thank those who have brought this to the floor for doing so and urge its adoption.

Mr. SENSENBRENNER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. TERRY). The question is on the motion offered by the gentleman from Wisconsin (Mr. SENSENBRENNER) that the House suspend the rules and pass the bill, H.R. 6338.

The question was taken; and (two-thirds of those voting having responded in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### SOUTHERN IDAHO BUREAU OF RECLAMATION REPAYMENT ACT OF 2006

Mr. RADANOVICH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5666) to authorize early repayment of obligations to the Bureau of Reclamation within the A & B Irrigation District in the State of Idaho, as amended.

The Clerk read as follows:

H.R. 5666

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Southern Idaho Bureau of Reclamation Repayment Act of 2006".

#### SEC. 2. EARLY REPAYMENT OF A & B IRRIGATION DISTRICT CONSTRUCTION COSTS.

(a) IN GENERAL.—Notwithstanding section 213 of the Reclamation Reform Act of 1982 (43

U.S.C. 390mm), any landowner within the A & B Irrigation District in the State (referred to in this Act as the "District") may repay, at any time, the construction costs of District project facilities that are allocated to land of the landowner within the District.

(b) APPLICABILITY OF FULL-COST PRICING LIMITATIONS.—On discharge, in full, of the obligation for repayment of all construction costs described in subsection (a) that are allocated to all lands the landowner owns in the District in question, the parcels of land shall not be subject to the ownership and full-cost pricing limitations under Federal reclamation law (the Act of June 17, 1902 (32 Stat. 388, chapter 1093), and Acts supplemental to and amendatory of that Act (43 U.S.C. 371 et seq.), including the Reclamation Reform Act of 1982 (13 U.S.C. 390aa et seq.).

(c) CERTIFICATION.—On request of a landowner that has repaid, in full, the construction costs described in subsection (a), the Secretary of the Interior shall provide to the landowner a certificate described in section 213(b)(1) of the Reclamation Reform Act of 1982 (43 U.S.C. 390mm(b)(1)).

(d) EFFECT.—Nothing in this Act—

(1) modifies any contractual rights under, or amends or reopens, the reclamation contract between the District and the United States; or

(2) modifies any rights, obligations, or relationships between the District and landowners in the District under Idaho State law.\*Z! EXT .048 ..HOUSE... K05DE7 PERSONAL COMPUTER\049060-K05DE7-048-\*\*\*\*\*-Payroll No.: -Name: -Folios: - -Date: mmdyy -Subformat:

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. RADANOVICH) and the gentlewoman from Guam (Ms. BORDALLO) each will control 20 minutes.

The Chair recognizes the gentleman from California.

#### GENERAL LEAVE

Mr. RADANOVICH. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. RADANOVICH. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5666, sponsored by our colleague, MIKE SIMPSON, allows for the early repayment of capital costs associated with a Federal water project in Idaho. Under existing law, landowners who benefit from this water project cannot prepay the capital costs they owe to the Federal Government.

This bill gives the Bureau of Reclamation the ability to accept prepayment from these landowners. This legislation benefits the American taxpayer because it allows early revenue to flow to the U.S. Treasury, and it helps local landowners by reducing their debt.

I urge my colleagues to support this bill because it is a commonsense bill.

Mr. Speaker, I reserve the balance of my time.

Ms. BORDALLO. Mr. Speaker, I yield myself such time as I may consume.

(Ms. BORDALLO asked and was given permission to revise and extend her remarks.)

Ms. BORDALLO. Mr. Speaker, this legislation simply allows landowners to pay off their financial obligations for the Bureau of Reclamation's Minidoka Project. We believe that this legislation is appropriate and, in fact, may provide a slight financial benefit to the United States. Mr. Speaker, we have no objection to the enactment of H.R. 5666.

Mr. Speaker, I yield back the balance of my time.

Mr. RADANOVICH. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. RADANOVICH) that the House suspend the rules and pass the bill, H.R. 5666, as amended.

The question was taken; and (two-thirds of those voting having responded in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### CAPTAIN JOHN SMITH CHESAPEAKE NATIONAL HISTORIC TRAIL DESIGNATION ACT

Mr. RADANOVICH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5466) to amend the National Trails System Act to designate the Captain John Smith Chesapeake National Historic Trail, as amended.

The Clerk read as follows:

H.R. 5466

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Captain John Smith Chesapeake National Historic Trail Designation Act".

#### SEC. 2. ADDITION TO NATIONAL SCENIC AND NATIONAL HISTORIC TRAILS.

Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)) is amended by adding at the end the following:

"(25) CAPTAIN JOHN SMITH CHESAPEAKE NATIONAL HISTORIC TRAIL.—

"(A) IN GENERAL.—The John Smith Chesapeake National Historic Trail, a series of water routes extending approximately 3,000 miles along the Chesapeake Bay and the tributaries of the Chesapeake Bay in the States of Virginia, Maryland, and Delaware, and in the District of Columbia, that traces the 1607-1609 voyages of Captain John Smith to chart the land and waterways of the Chesapeake Bay, as generally depicted on the map entitled 'Captain John Smith Chesapeake National Historic Trail Map MD, VA, DE, and DC', numbered P-16/8000 (CAJO), and dated May 2006.

"(B) MAP.—The map referred to in subparagraph (A) shall be on file and available for public inspection in the appropriate offices of the National Park Service.

"(C) ADMINISTRATION.—The trail shall be administered by the Secretary of the Interior—

"(i) in coordination with—

"(I) the Chesapeake Bay Gateways and Watertrails Network authorized under the

Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat. 2961); and

"(II) the Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and

"(ii) in consultation with—

"(I) other Federal, State, tribal, regional, and local agencies; and

"(II) the private sector.

"(D) LAND ACQUISITION.—The United States shall not acquire for the trail any land or interest in land outside the exterior boundary of any federally-managed area without the consent of the owner of the land or interest in land."

#### SEC. 3. CHANGE IN AUTHORIZATION.

Section 4 of the Act of July 3, 1930 (16 U.S.C. 81f), is amended in the first sentence by striking "10,472,000" and inserting "8,572,000".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. RADANOVICH) and the gentlewoman from Guam (Ms. BORDALLO) each will control 20 minutes.

The Chair recognizes the gentleman from California.

Mr. RADANOVICH. Mr. Speaker, H.R. 5466 introduced by the gentlewoman from Virginia (Mrs. JO ANN DAVIS) would amend the National Trails System Act to designate the Captain John Smith Chesapeake National Historic Trail within the Chesapeake Bay and its tributaries.

This bill would designate a series of water routes along 3,000 miles of the Chesapeake Bay and its tributaries as a natural historic water trail. The trail would include routes in the States of Virginia, Maryland and Delaware and the District of Columbia and would be administered by the Secretary of the Interior, with coordination from the Chesapeake Bay Gateways and Water Trails Network, the Chesapeake Bay program and Federal, State, tribal, regional and local agencies.

The goal of the bill is to educate the public about the 1607 and 1608 voyage of Captain John Smith to chart the waterways of the Chesapeake Bay. Designating the trail would provide new opportunities for education, recreation and historic tourism in the region.

As we approach the 400th anniversary of the Jamestown settlement and the beginning of Captain Smith's exploration in 2007, the enactment of this bill is most timely.

I urge the adoption of the bill.

Mr. Speaker, I reserve the balance of my time.

Ms. BORDALLO. Mr. Speaker, I yield myself such time as I may consume.

(Ms. BORDALLO asked and was given permission to revise and extend her remarks.)

Ms. BORDALLO. Mr. Speaker, this trail proposal has been thoroughly studied and is widely supported. Our former House colleague and now-retiring Senator from Maryland, PAUL SARBANES, is to be commended for his sponsorship of the Senate companion measure and for his work on behalf of this proposal. We have no objection to H.R. 5466.

Mr. Speaker, I reserve the balance of my time.

Mr. RADANOVICH. Mr. Speaker, I reserve the balance of my time.

Ms. BORDALLO. Mr. Speaker, I yield 5 minutes to the distinguished gentleman from Virginia (Mr. SCOTT).

Mr. SCOTT of Virginia. Mr. Speaker, I rise in strong support of H.R. 5466. Next year the Commonwealth of Virginia and our great Nation will celebrate the 400th anniversary of the founding of Jamestown, the first English permanent settlement in North America. Designating the Captain John Smith National Chesapeake Historical Trail is an important component of this historic celebration.

The trail traces the route of Captain John Smith on his exploration voyage of the Chesapeake Bay and its tributaries. Captain Smith and his crew of just one dozen men traveled nearly 3,000 miles along the Chesapeake Bay, and it was Captain John Smith's 1612 map which was the first accurate depiction of the Chesapeake Bay region.

Next year the entire world will help us celebrate this historic anniversary, and Virginia is preparing a year-long celebration. The Captain John Smith Chesapeake National Historic Trail will highlight the Chesapeake Bay, and the passage of the bill prior to the 400th anniversary celebration is extremely important.

I would like to thank the bill's sponsor, my distinguished colleague from Virginia (Mrs. JO ANN DAVIS) for her distinguished leadership in this effort. I would also like to thank the House leadership and committee leadership on both sides of the aisle for working to bring this important bill to the floor before the House adjourns.

I urge my colleagues to support the legislation.

Mr. RADANOVICH. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Virginia (Mrs. JO ANN DAVIS).

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I would like to thank the chairman for his leadership and hard work on H.R. 5466, the Captain John Smith National Historic Water Trail, which is very important to my district.

The John Smith Water Trail has support from across the Bay watershed. My colleagues from Virginia, Maryland, Delaware and Pennsylvania have been tremendously supportive. State legislatures, Governors, county governments, local boards of supervisors, citizens groups and nonprofits, including the Chesapeake Bay Foundation, have supported this project.

Also I would like to recognize the leadership of Pat Noonan of the Conservation Fund and Gilbert Grosvenor, chairman of the National Geographic Society, for all of their hard work.

In 1607, Captain John Smith and a small band of Englishmen set foot in North America with the intent of finding gold and quick riches. Instead, they represented the first wave of English colonists that would permanently settle the New World.

Four hundred years ago, 140 men from the Virginia Company settled at